

Cheyenne Airfield, United Airlines Hangar
(Cheyenne Airfield, Building No. 14)
(Cheyenne Airfield, Fixed Base Operation
Hangar No. 1)
202 East 8th Avenue
Cheyenne
Laramie County
Wyoming

HAER No. WY-83-A

HAER
WYO
11-CHEY,
7A-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
Rocky Mountain System Support Office
National Park Service
P.O. Box 25287
Denver, Colorado 80225-0287

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HISTORIC AMERICAN ENGINEERING RECORD
CHEYENNE AIRFIELD, UNITED AIRLINES HANGAR
(BUILDING NO. 14) (FIXED BASE OPERATION HANGAR NO. 1)

I. INTRODUCTION

Location: T14N-R66W, Section 30, W/SE/SE/NW
202 East 8th Avenue
Cheyenne
Laramie County, Wyoming

USGS Quad: Cheyenne North, Wyoming 7.5'

UTMS: 13/515080 mE/4555700 mN

Dates of
Construction: 1930

Present Owner: Cheyenne Airport Board

Present Use: Cheyenne Airmotive

Significance: Hangar No. 1 is a contributing element to the Cheyenne Airport National Register District. It is the last remaining brick hangar at the airport representing the pioneer American air industry.

Project
Statement: The Cheyenne Airport proposes to replace the two 80' x 20' glass and steel doors at the east end of the United Airlines Hangar with insulated bi-fold doors and to replace a 120' x 20' glass and steel door at the west end with one 80' x 20' insulated bi-fold door. These doors will have steel siding on the outside and will not have windows, and will therefore be different in appearance from the original doors. The approved mitigation plan for this National Register-enrolled property consists of Historic American Engineering Record (HAER) recordation.

Historian: Robert Rosenberg
Rosenberg Historical Consultants
739 Crow Creek Road
Cheyenne, Wyoming 82009

October 1998

II. HISTORY

The United Airlines Hangar is among the two oldest remaining buildings at the Cheyenne Airport. It is the oldest extant brick hangar at the airport representing the pioneer period of the American air industry, the transcontinental air mail and passenger travel, and Cheyenne's vital role in this history as a major airport and maintenance center on this transcontinental route.

The building was constructed in 1930 and was designed by prominent Cheyenne architect, Frederick Hutchinson Porter. The hangar was first erected and used by United Airlines, whose major maintenance and overhaul facilities were located at the Cheyenne Airport.¹ When constructed, it was immediately adjacent to the original airport terminal and served its commercial airline fleet. By 1935, United Airlines had twelve arrivals and departures every twenty-four hours east and west out of the Cheyenne Airport.² After World War II, Cheyenne began to decline as an air industry center and was soon eclipsed by Denver, Colorado. United Air Lines gradually moved its various facilities including maintenance, flight training, and stewardess training school to other cities. It discontinued its passenger service in the 1960s.³ The hangar has served a variety of purposes since that time, including housing the Sky Harbor Air Service and as a storage hangar. It currently houses Cheyenne Airmotive, which services and paints small aircraft; it is therefore continuing its original function as an air industry facility.

III. PHYSICAL DESCRIPTION

The United Airlines Hangar (202 East 8th Avenue) is located at the Cheyenne Airport about 100 feet north of the Administration Building (200 East 8th Avenue) and at north end of the existing National Register District; the west side of the building fronts on Warren Avenue.

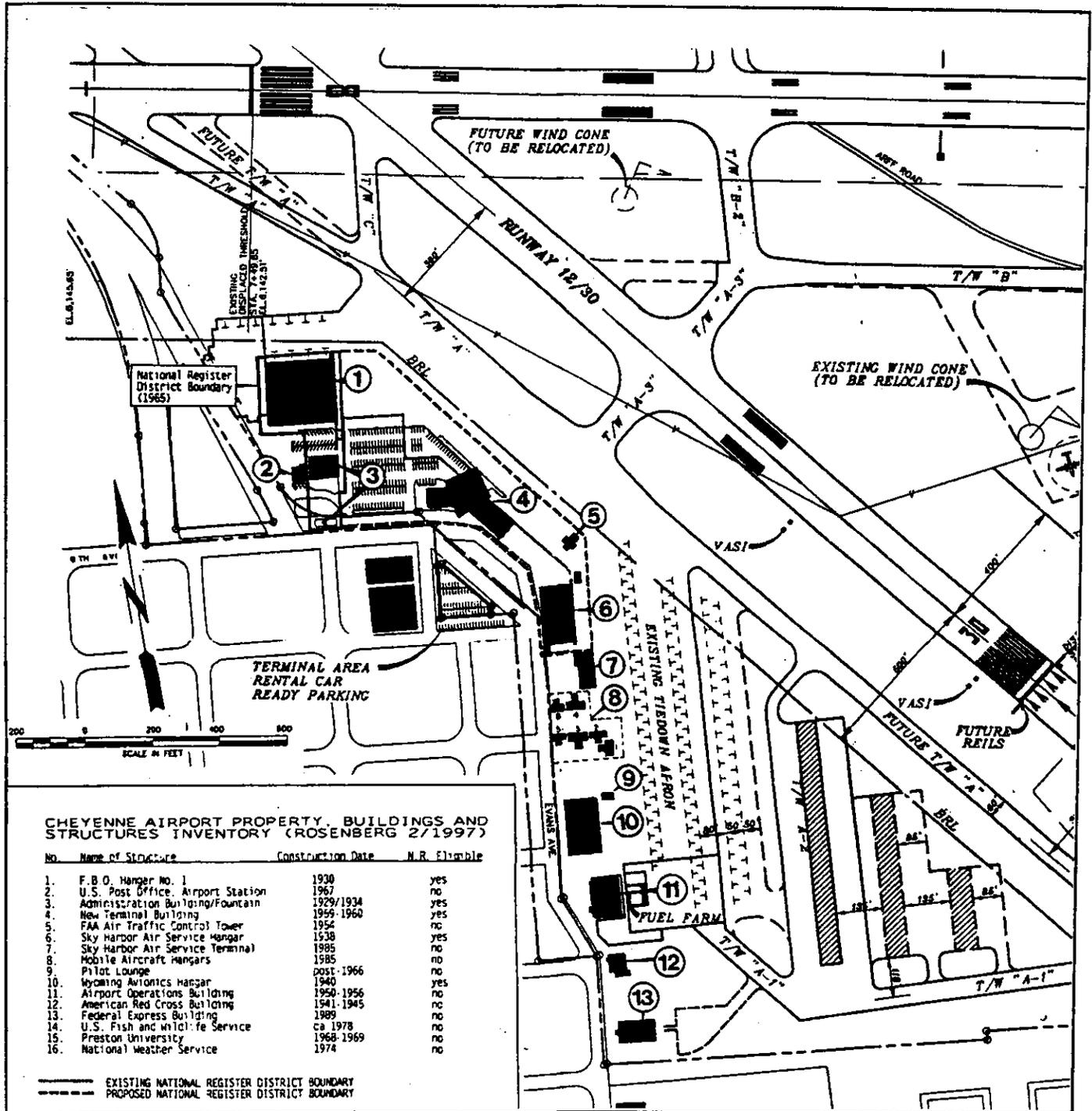
The hangar building is 200 feet east-west by 180 feet north-south with a small one-story brick addition (11 feet x 14 feet) on the northeast corner. The hangar is not associated with a distinct architectural style but is utilitarian in appearance. When constructed, the hangar was a two-story building with a one-story office wing on the south side. The building has a steel beam framework with red brick exterior walls resting on a concrete foundation. There are three soldier courses of brick on the office wing. One is above the base, one is above the windows, and one forms a parapet topped by concrete coping. Large steel multi-glass-paned sliding doors known as "Fenestra Airplane Hangar Doors"

comprise the major portion of the east and west sides of the hangar. The doors are segmented, and each segment generally consists of four panels of 16-light windows, two above and two below. Each segment is equipped with wheel mechanisms at the base that fit a curved track mounted on the concrete floor of the hangar. As a result, when the doors are opened, the segments roll inside the central portion of the hangar along the north and south walls. Above these doors is a band of 12-light clerestory windows with metal sash that align vertically with the windows in the doors. Brick pilasters with concrete coping are located at each corner of the two-story section of the building, which has an arched roof covered with built-up tar concealed by a stepped parapet on either end. The east and west parapet areas bear a painted sign that reads "Cheyenne Airmotive," the current leasee. The roof is comprised of a wood deck supported by a system of steel trusses visible on the interior of the building. The interior of this portion is open and accommodates small aircraft that are being serviced and painted.

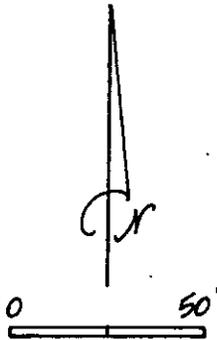
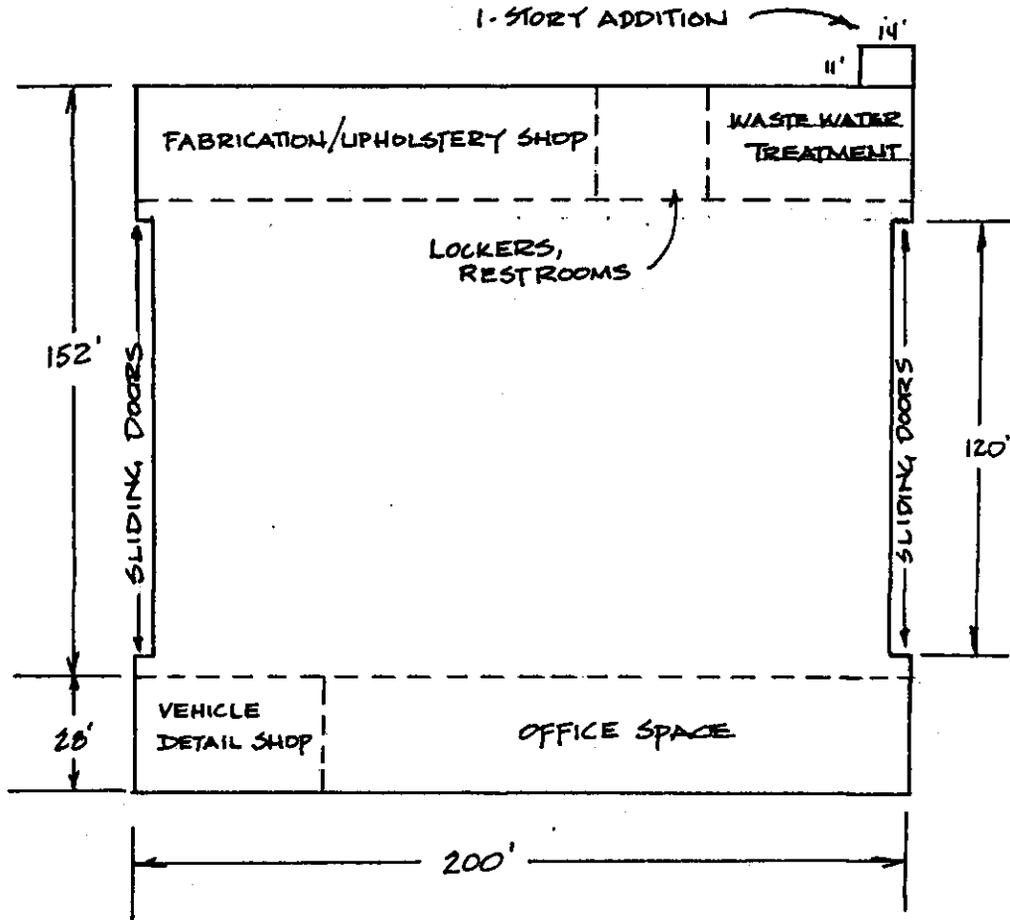
A two-story wing has been added to the north side of the hangar that complements the original style. It is constructed of red brick and features 16-light windows with metal sash and frames. A portion of this addition is currently used as a fabrication shop by the current leasee. In 1952, an addition was constructed above the original office wing on the south side. This addition is of wood frame construction with asbestos siding. There is a set of exterior wooden stairs on the west end of the addition leading to the second story. The original one-story brick portion has been altered with the addition of four garage bays with metal overhead garage doors, and some of the original window bays have been enclosed. The east half of this south addition has also been remodeled with the inclusion of modern plate glass windows and doors with aluminum frames.

IV. ENDNOTES

1. Maurice Plambeck, United Airlines Terminal Building, Hangar and Fountain. (National Register of Historic Places Nomination Form, 1983), p.2.
2. Gerald Adams, "The Air Age Comes to Wyoming," Annals of Wyoming 52 (Fall 1980): p. 27.
3. Ibid., pp. 22-23.



Location map, showing location of the United Airlines Hangar (designated as Building No. 1) within the Cheyenne Airport complex.



Sketch Plan of United Airlines Hangar